BookletChart™

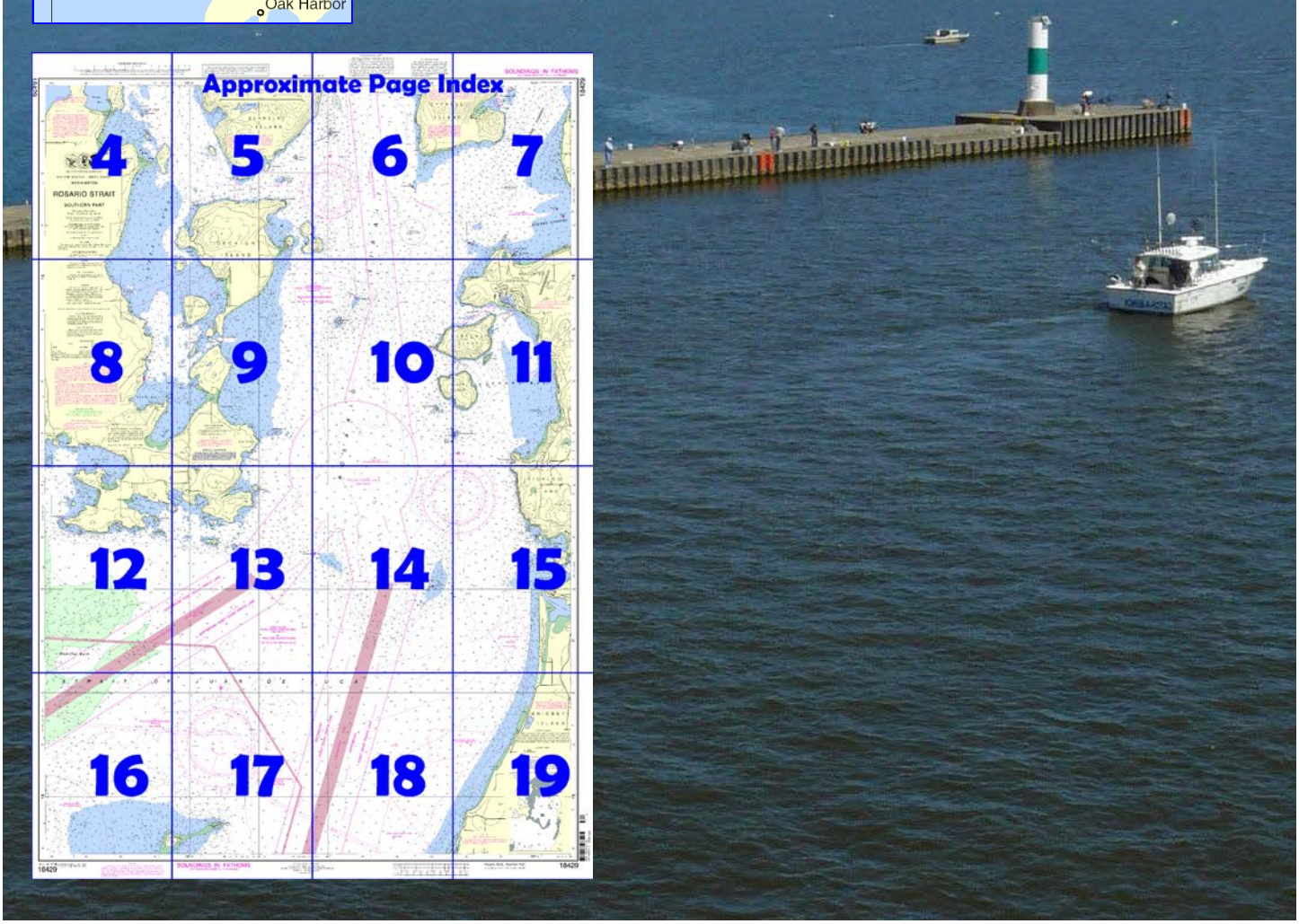
Rosario Strait – Southern Part

NOAA Chart 18429

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

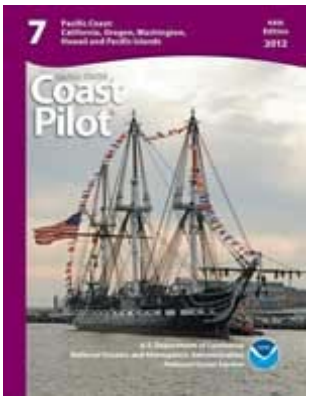
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18429.



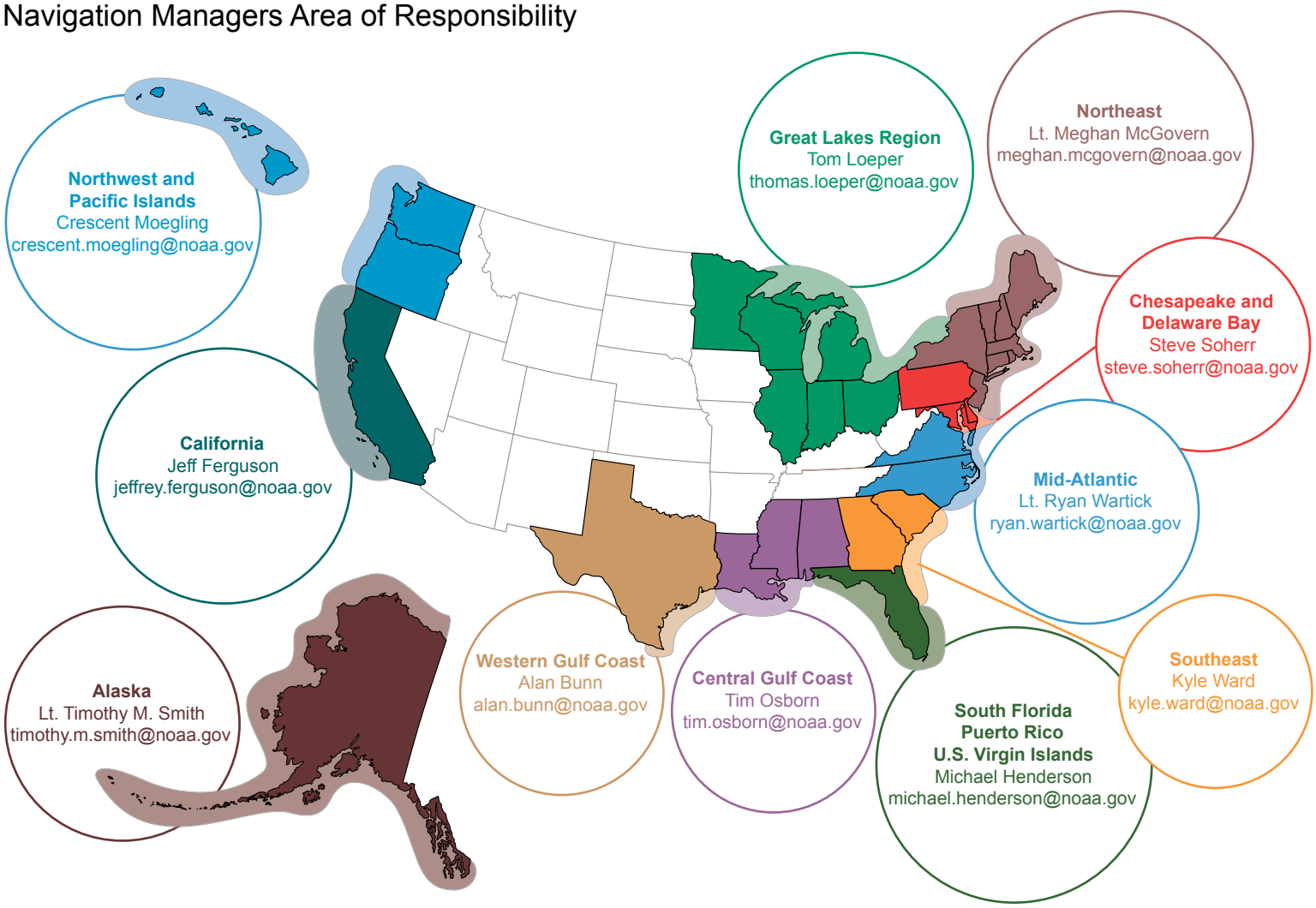
(Selected Excerpts from Coast Pilot)
Caution.-Since logging is one of the main industries of the region, free-floating logs and submerged deadheads or sinkers are a constant source of danger in the Strait of Juan de Fuca and Puget Sound. The danger is increased during freshets, after storms, and unusually high tides. **Deadheads** or **sinkers** are logs which have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.

Strait of Juan de Fuca, E end.–Hein Bank, with a least depth of 2½ fathoms, lies 8.5 miles SE of Discovery Island; it is about 2 miles long in a N direction, within the 10-fathom curve, and 0.8 mile wide. The shoalest part of the bank is covered with thick kelp in the summer. It is marked by two lighted buoys, the northernmost is equipped with a racon.
Smith Island, 5 miles W of Whidbey Island and 8 miles ESE of Hein Bank, is irregular in shape and about 0.5 mile long. The E end is low, but rises abruptly to an elevation of 55 feet at its W end, terminating in a white perpendicular cliff composed of sand and gravel. A rocky bank, covered with kelp, extends about 2 miles W of the island over depths of 3 to 6 fathoms. A rock that bares at lowest tides is about 0.3 mile W of Smith Island. Strong currents set in and around the shoal area, especially on the flood, and deep-draft vessels should keep well outside the 10-fathom curve to avoid being set into danger. **Smith Island Light**(48°19'06"N., 122°50'38"W.), 97 feet above the water is shown from a 45-foot skeleton tower near the W extremity of the island.
A **restricted area** of an air-to-surface weapon range is W of Smith Island. (See **334.1180**, chapter 2, for limits and regulations.)
Minor Island, small, low, and rocky, lies 1 mile NE of Smith Island, and at lowest tide is connected with it by a gravel and boulder spit. A light is on the island.
The northernmost part of the western shore of **Whidbey Island** forms the E end of the Strait of Juan de Fuca. This part of the island has a uniform sandy shore backed by low and rolling upland of farm and wooded areas.
Naval restricted areas are adjacent to the northernmost part of the W shore of Whidby Island. (See **334.1200**, chapter 2, for limits and regulations.)
East Sound indents Orcas Island NNW for about 6 miles. Depths vary from 15 fathoms at the entrance to 9 fathoms less than 0.2 mile from the head. There are no outlying dangers, and the shores may be approached to within 0.2 mile; however, a shoal covered less than 5 fathoms extends some 700 yards off the W shore, 0.8 mile inside the entrance. Anchorage may be had anywhere in the sound.
Olga is a village on the W shore of **Buck Bay**, a small cove on the E shore of the sound just inside the entrance.
Cascade Bay, a small cove on the E side of the sound, about 3 miles N of the entrance, is the site of a large resort with floats having berths with electricity for about 60 craft. Gasoline, diesel fuel, water, ice, and a restaurant are available. Depths of 15 feet are reported alongside the floats. The large white resort hotel on **Rosario Point,** the W point of the bay, is conspicuous.
Currents.-For times and velocities of current in Rosario Strait and vicinity, the Tidal Current Tables should be consulted. The currents in Lopez, Thatcher, and Obstruction Passes are reported to attain velocities of 3 to 7 knots. This should be kept in mind when proceeding through Rosario Strait, particularly at night or in thick weather. On the ebb of a large tide off the entrance to the passes, a S wind causes tide rips that are dangerous to small craft.
Currents in the narrows of Deception Pass attain velocities in excess of 8 knots at times and cause strong eddies along the shores. With W weather, heavy swells and tide rips form and make passage dangerous to all small craft. (See the Tidal Current Tables for daily predictions.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Navigation Managers Area of Responsibility

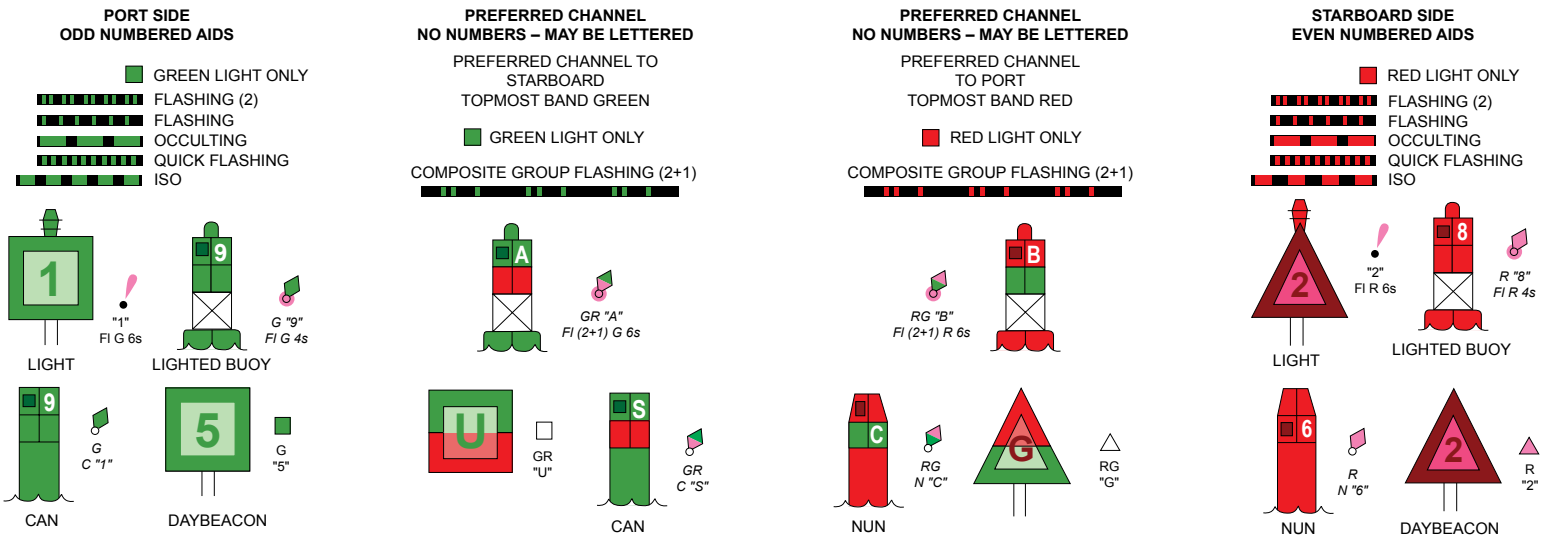


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

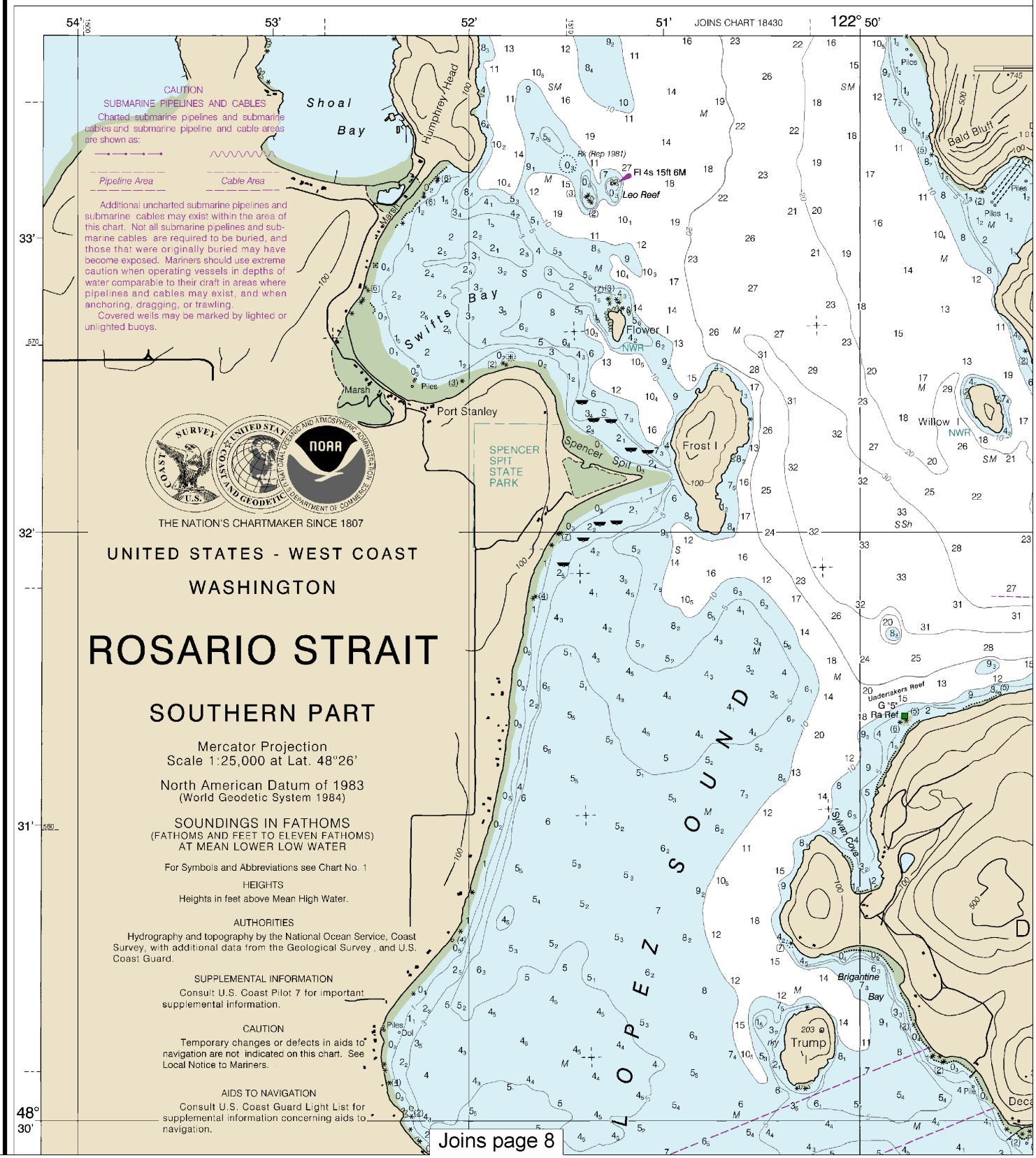
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

18429



4

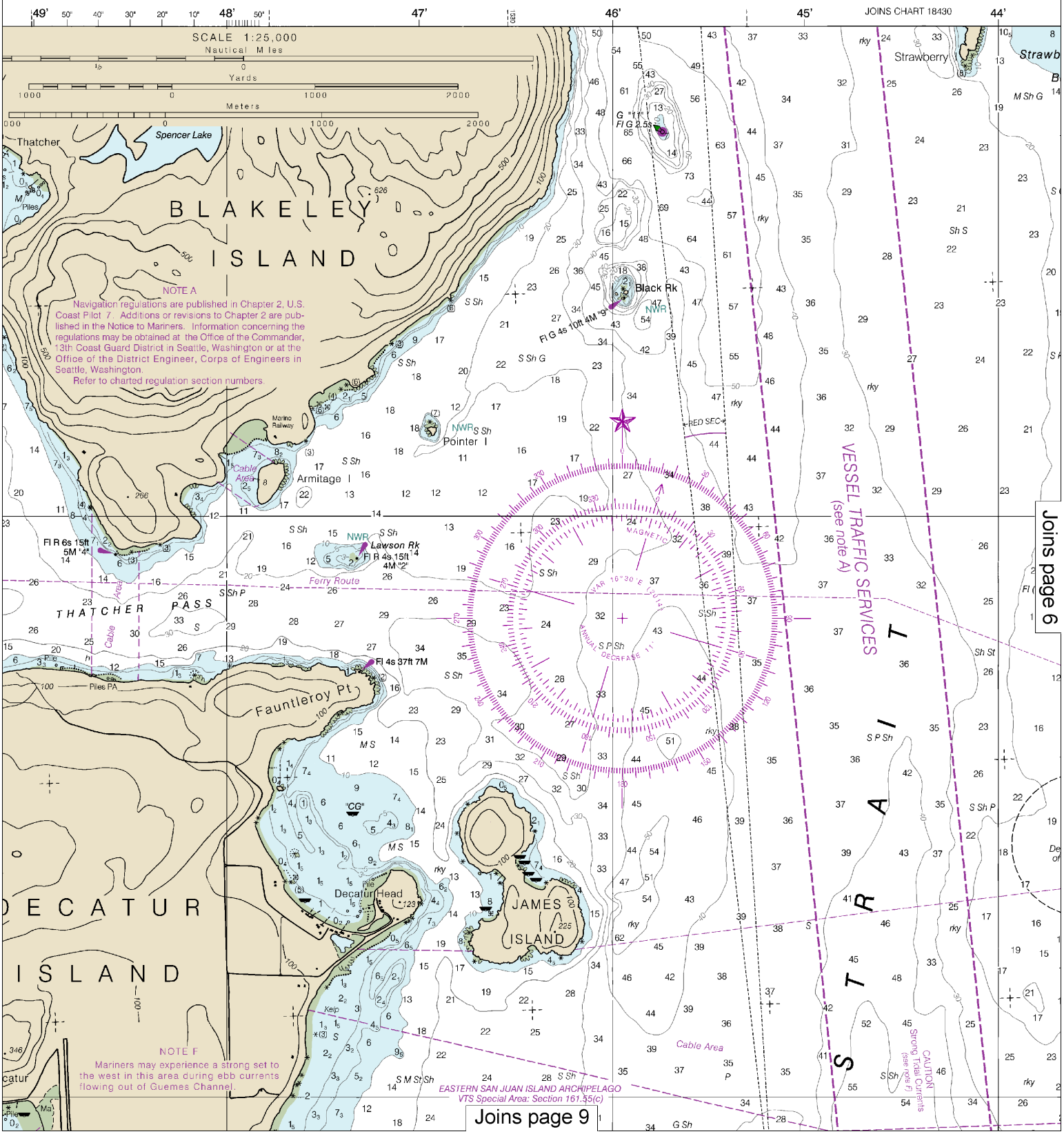
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

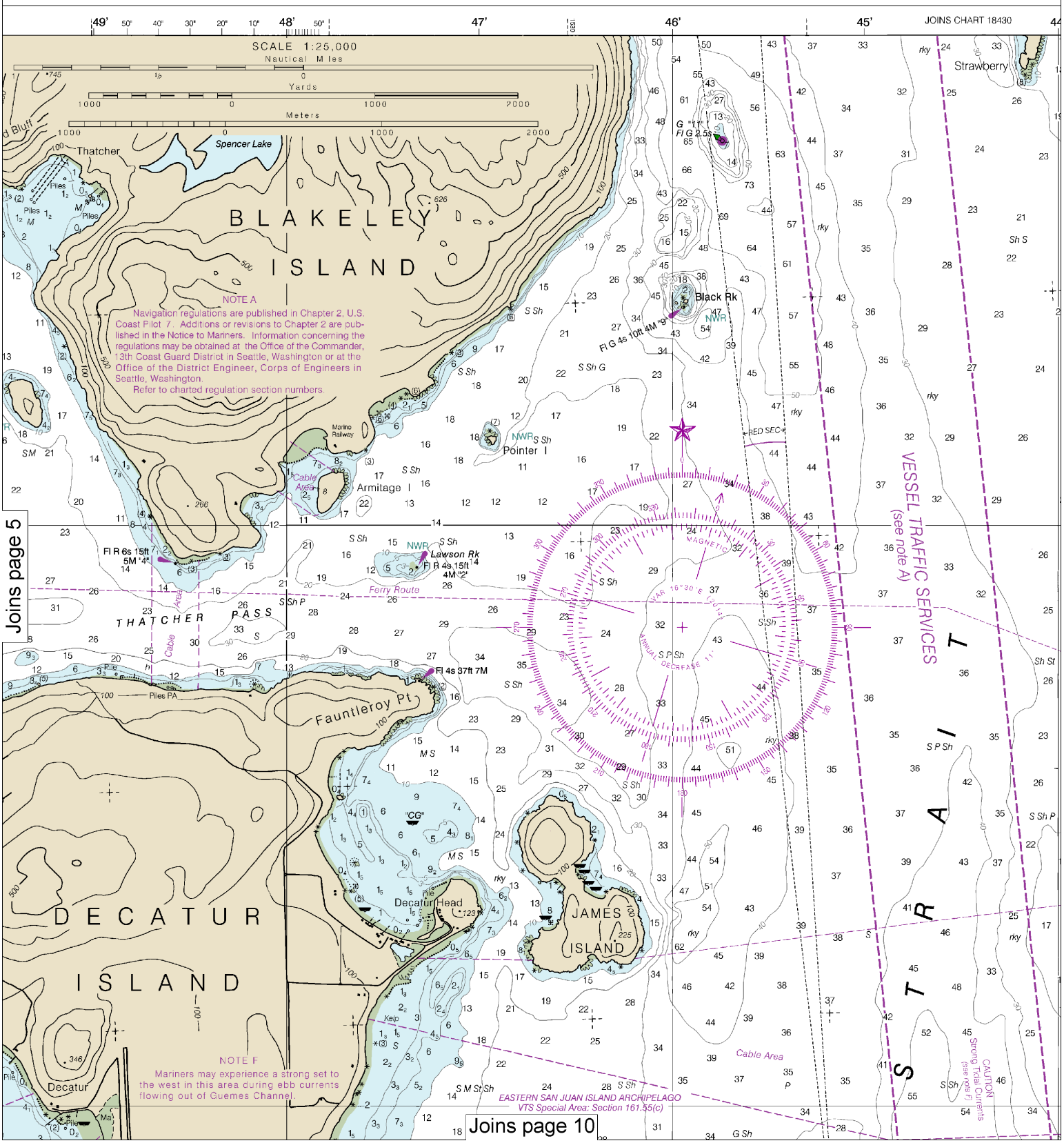
Yards
1000 0 1000 2000

1st Ed., Mar. 1979 KAPP 1682



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

1st Ed., Mar. 1979 KAPP 1682



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles

Yards

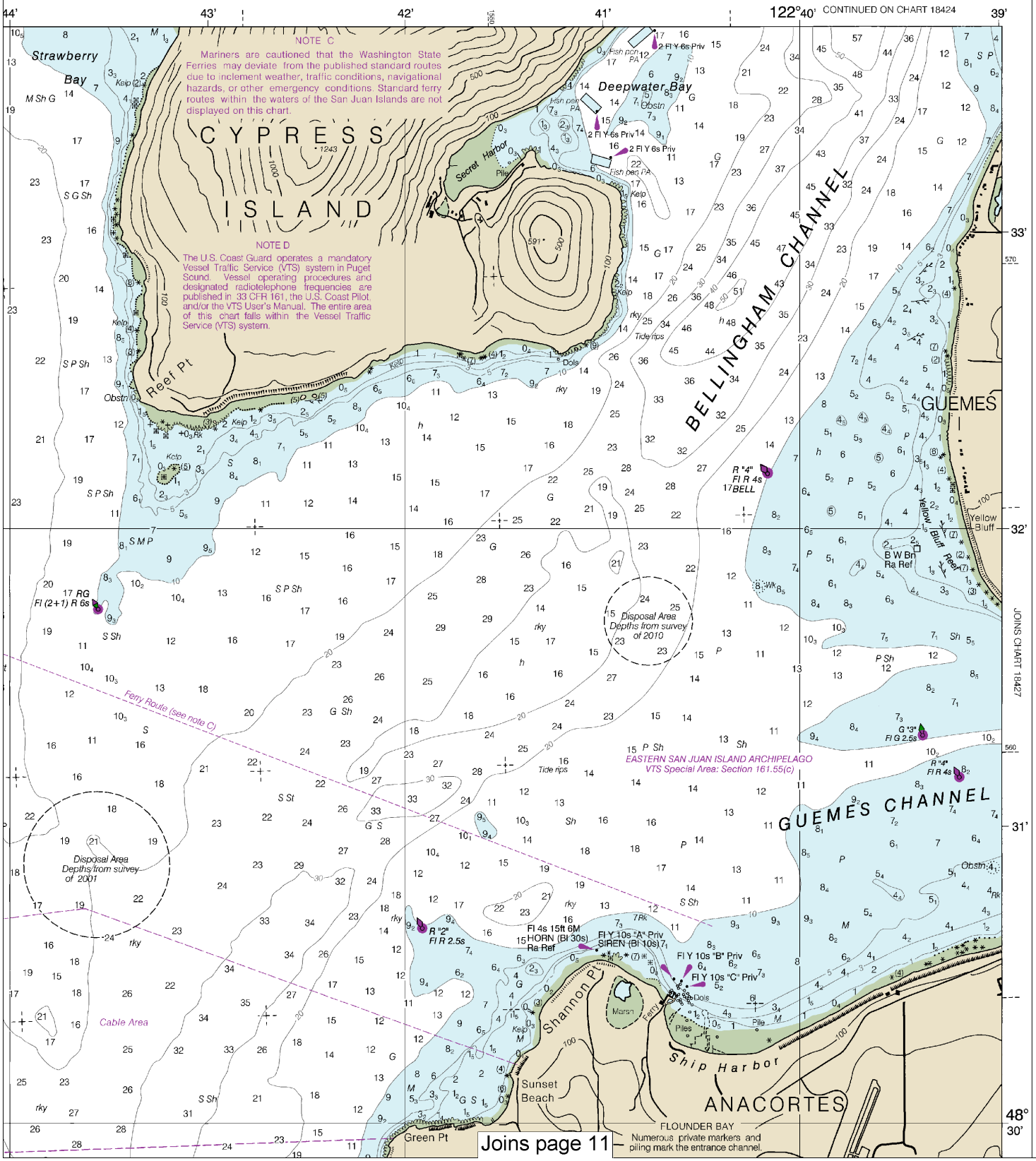
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.636" southward and 4.632" westward to agree with this chart.

SOUNDINGS IN FATHOMS

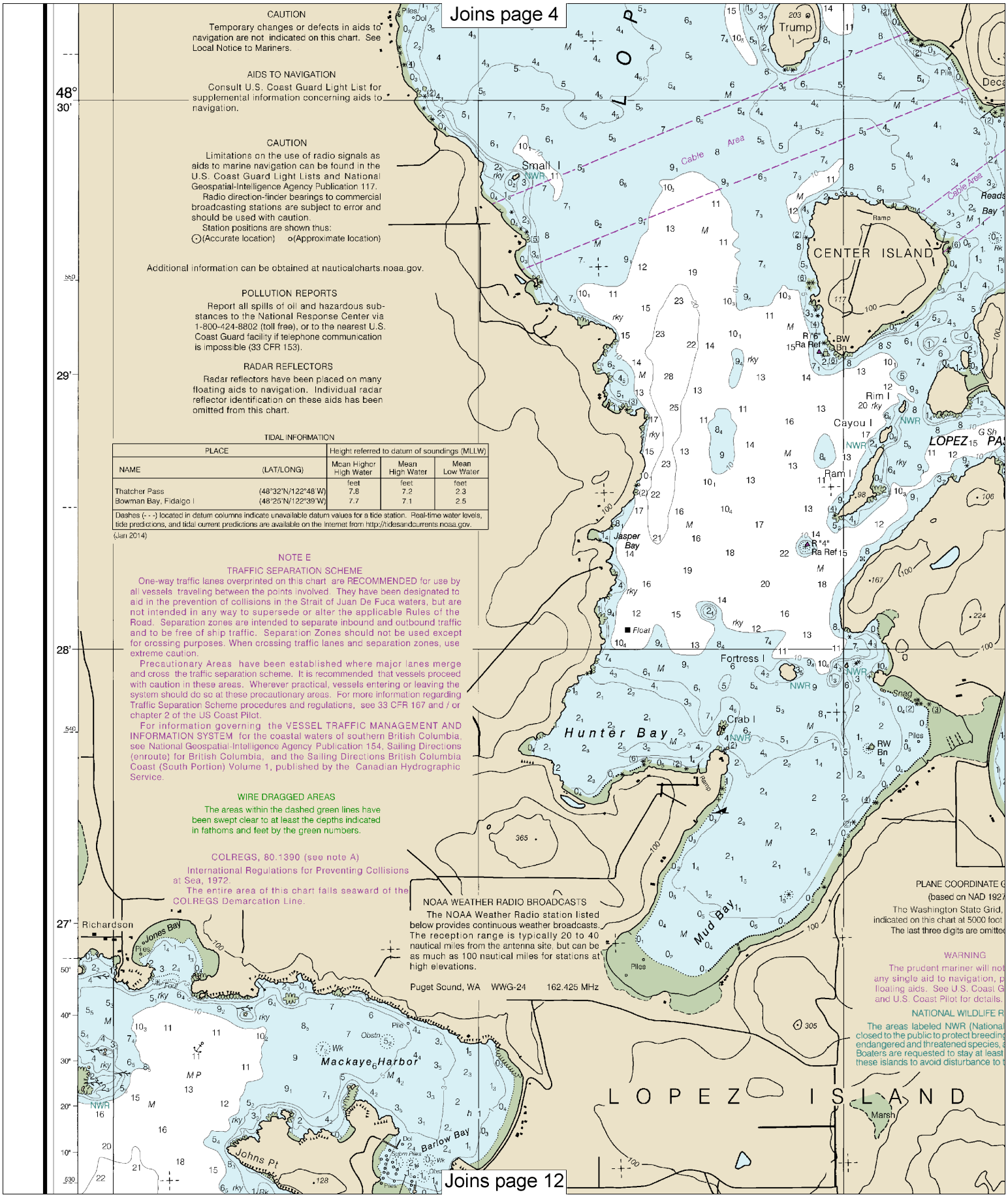
(FATHOMS AND FEET TO 11 FATHOMS)

18429



Joins page 11

11th Ed., May 2014. Last Correction: 11/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)
nauticalcharts.noaa.gov



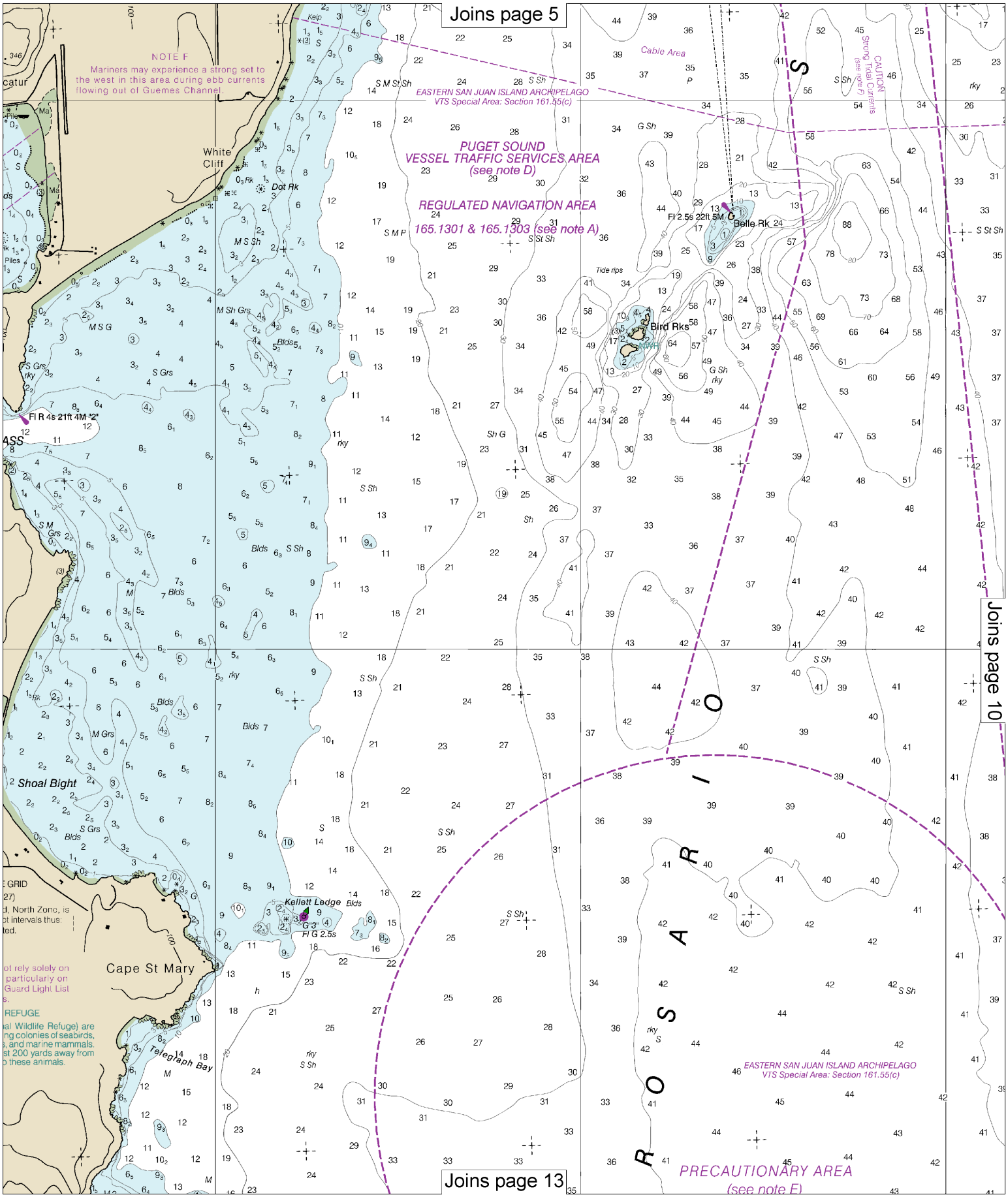
8

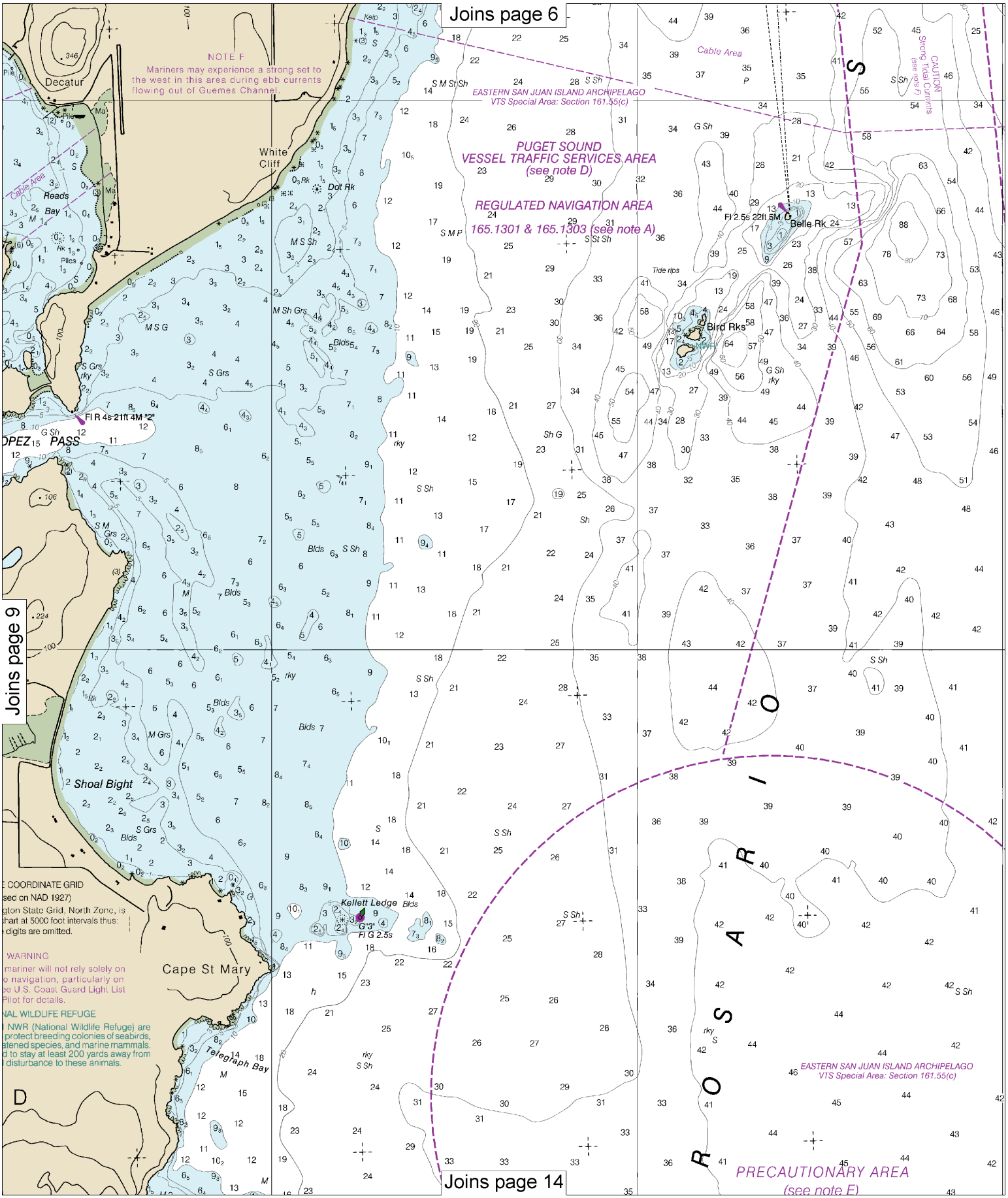
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 5
NOTE F
Mariners may experience a strong set to the west in this area during ebb currents flowing out of Guemes Channel.
EASTERN SAN JUAN ISLAND ARCHIPELAGO
VTS Special Area: Section 161.55(c)
PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note D)
REGULATED NAVIGATION AREA
165.1301 & 165.1303 (see note A)
Cable Area
CAUTION
Strong Tidal Currents
(see note F)
White Cliff
Dot Rk
Belle Rk
Fl 2.5s 22ft 5M "C"
Bird Rks
Tide rips
Fl R 4s 21ft 4M "2"
Shoal Bight
Cape St Mary
Kellett Ledge
G "3"
Fl G 2.5s
Telegraph Bay
PRECAUTIONARY AREA
(see note E)
Joins page 10
Joins page 13

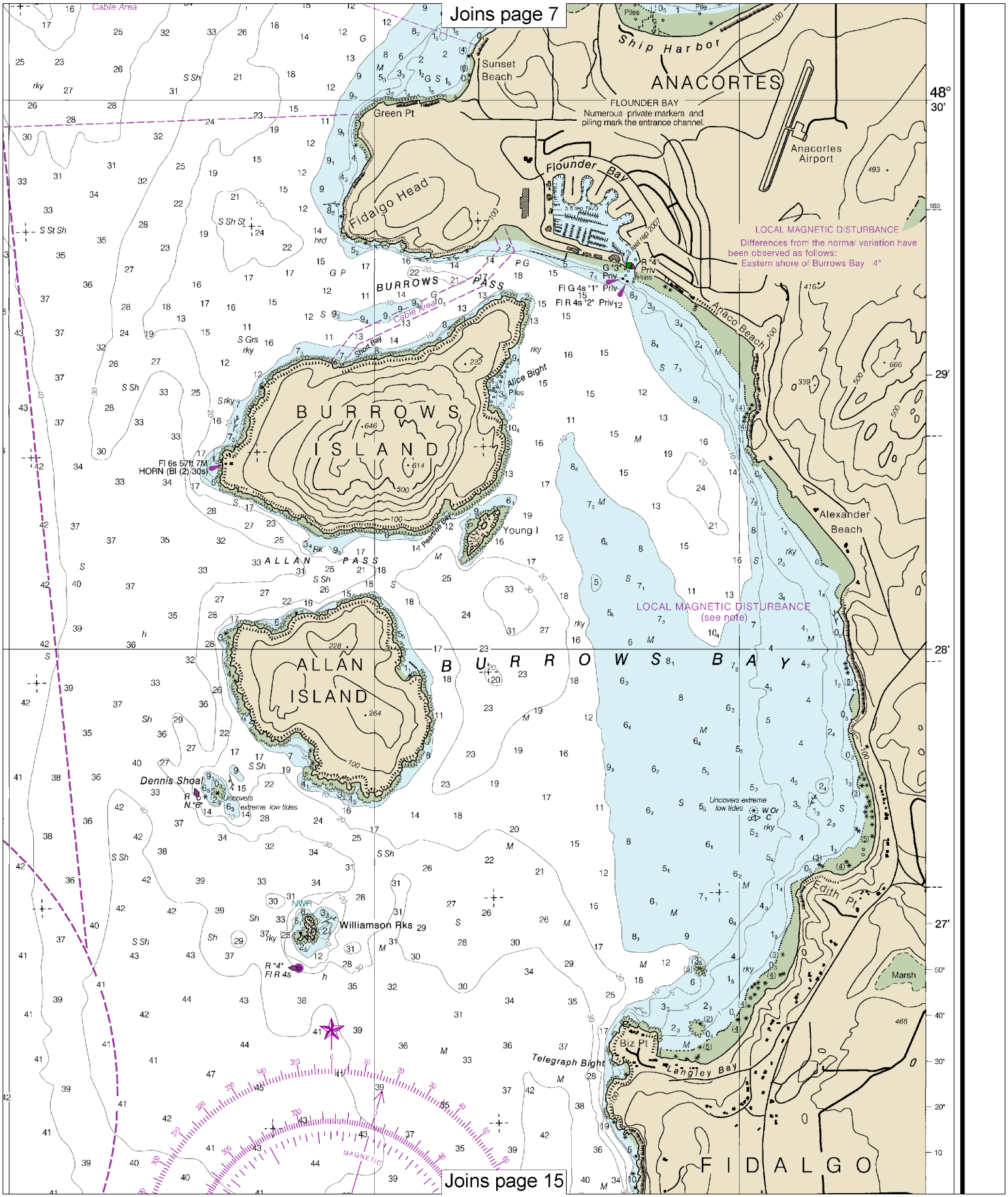


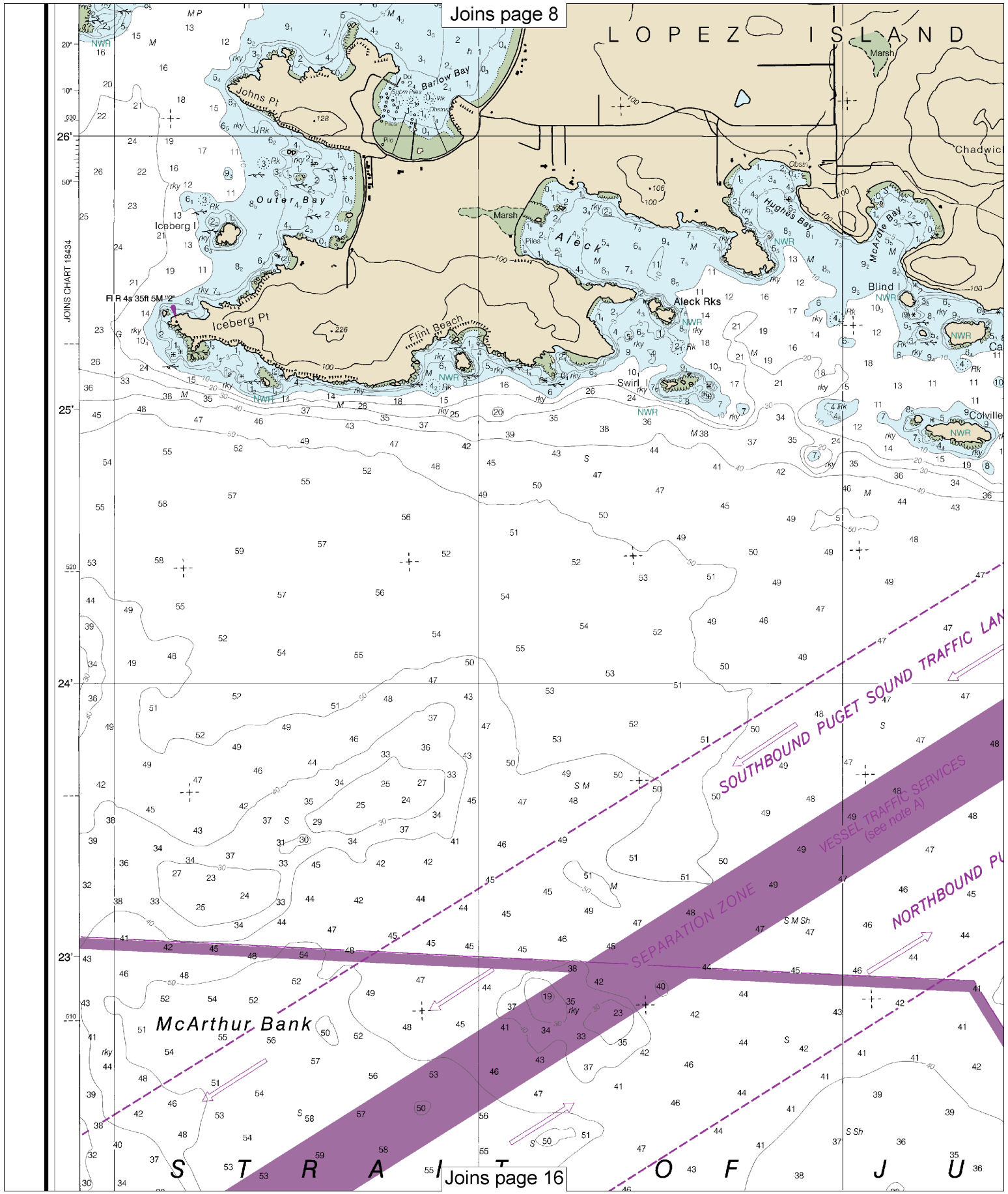
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 7
Cable Area
Sunset Beach
Green Pt
Ship Harbor
ANACORTES
FLOUNDER BAY
Numerous private markers and piling mark the entrance channel.
Anacortes Airport
Flounder Bay
Fidalgo Head
LOCAL MAGNETIC DISTURBANCE
Differences from the normal variation have been observed as follows:
Eastern shore of Burrows Bay 4°
BURROWS PASS
Cable Area
Short Bay
Alice Bight
Anaco Beach
BURROWS ISLAND
Fl 6s 57ft 7M
HORN (Bl (2) 30s)
Young I
Alexander Beach
ALLAN PASS
LOCAL MAGNETIC DISTURBANCE
(see note)
ALLAN ISLAND
BURROWS BAY
Dennis Shoal
Uncovers extreme low tides
Williamson Rks
R "4" Fl R 4s
Uncovers extreme low tides
Edith Pt
Marsh
Biz Pt
Telegraph Bight
Langley Bay
FIDALGO
MAGNETIC
Joins page 15
48° 30'
29'
28'
27'

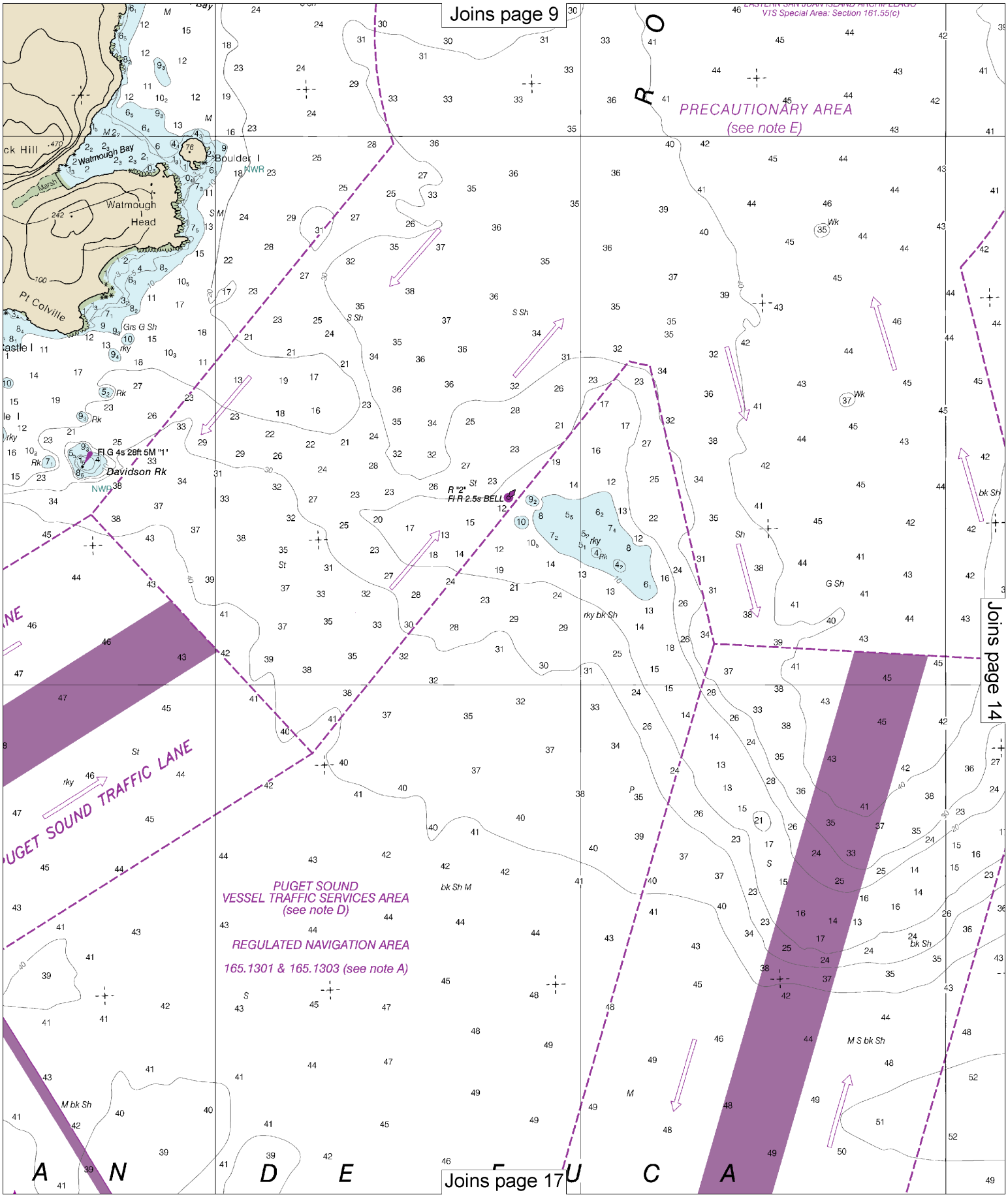


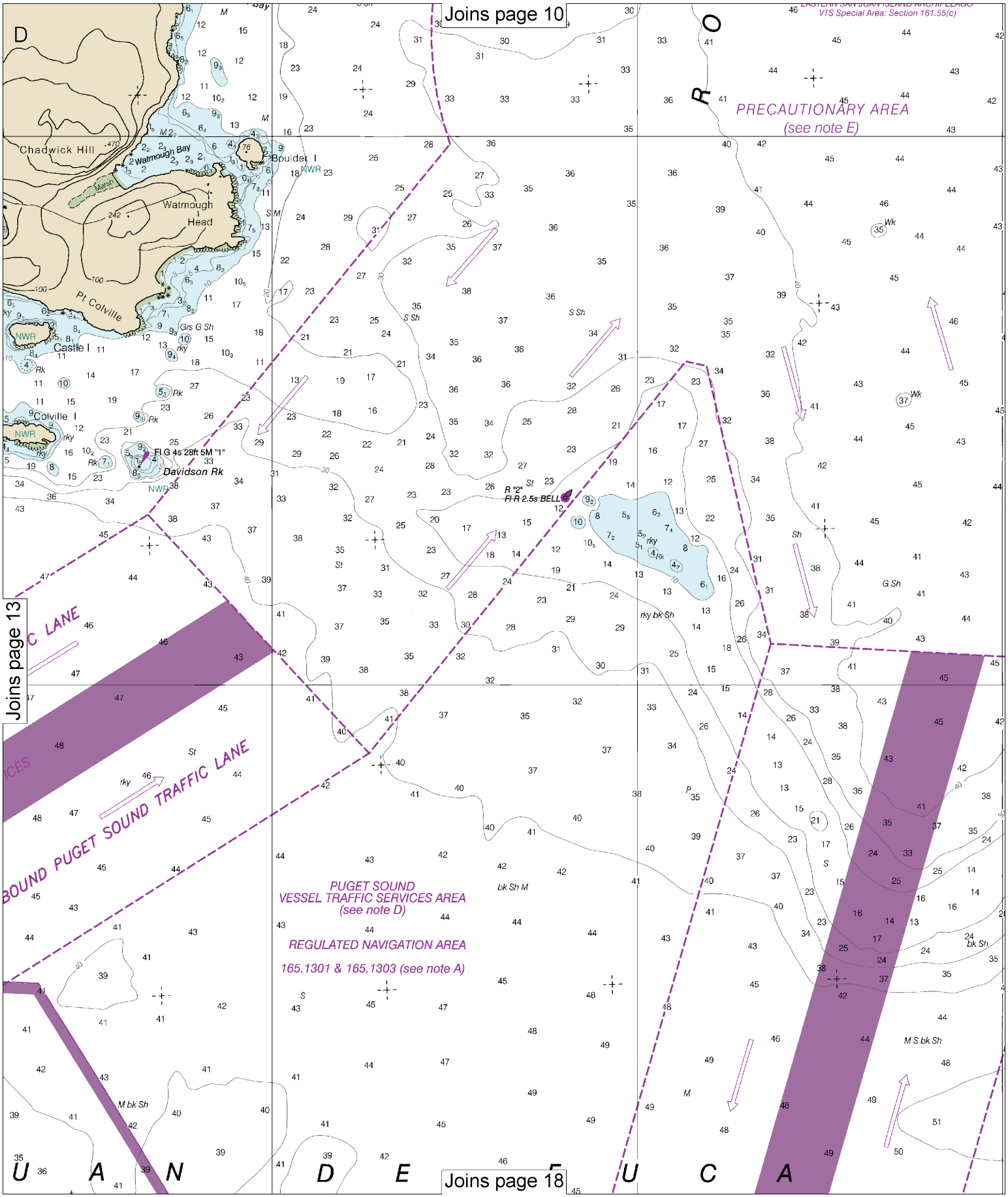
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 9
EASTERN SAN JUAN ISLAND ARCHIPELAGO
VTS Special Area: Section 161.55(c)
PRECAUTIONARY AREA
(see note E)
Watmough Bay
Watmough Head
Boulder I
NWR
Pt Colville
Grs G Sh
Davidson Rk
Fl G 4s 28ft 5M "1"
NWR
R "2"
Fl R 2.5s BELL
rky bk Sh
G Sh
bk Sh
S Sh
PUGET SOUND TRAFFIC LANE
PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note D)
REGULATED NAVIGATION AREA
165.1301 & 165.1303 (see note A)
M bk Sh
M S bk Sh
Joins page 14
Joins page 17
A N D E U C A



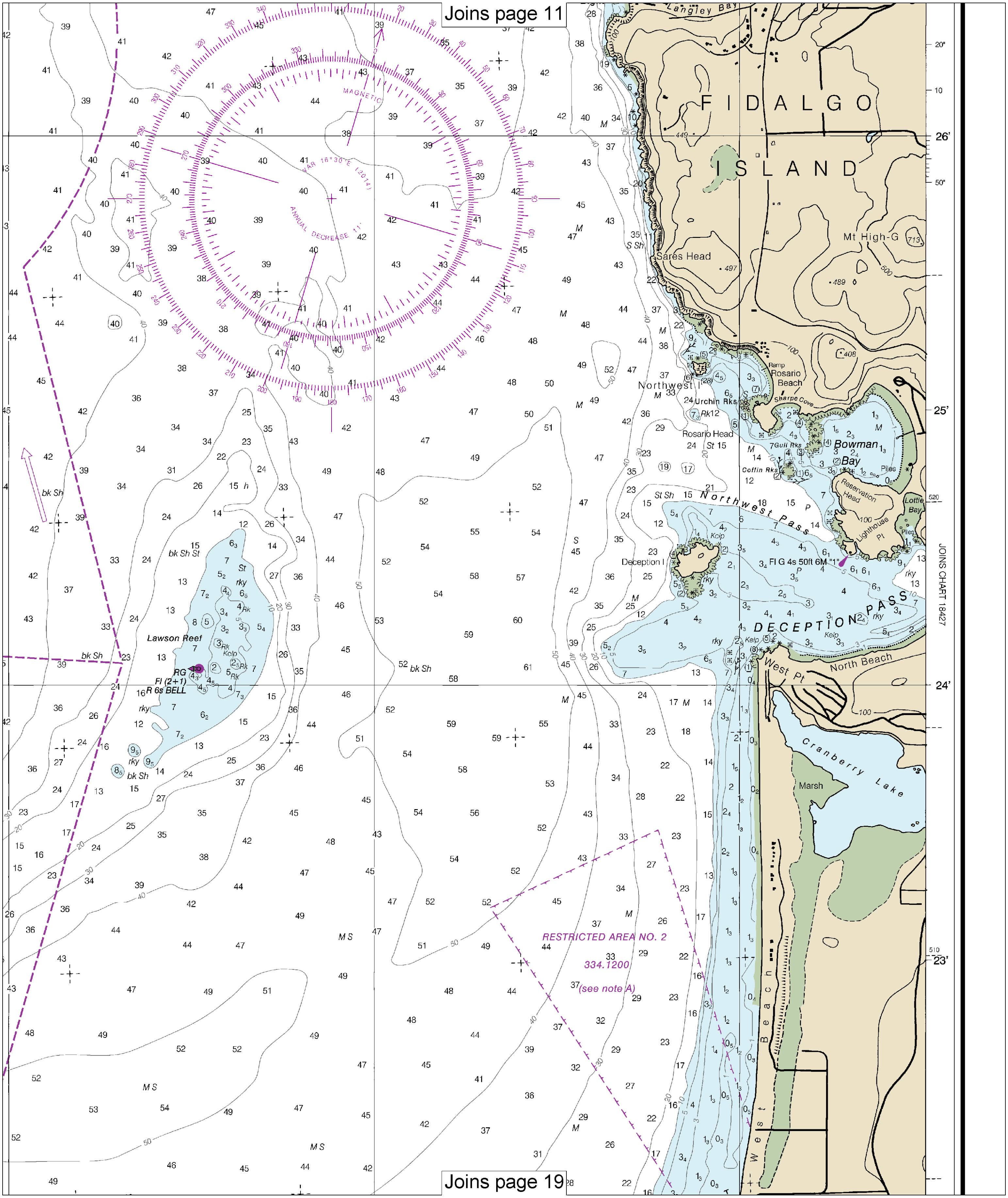
14

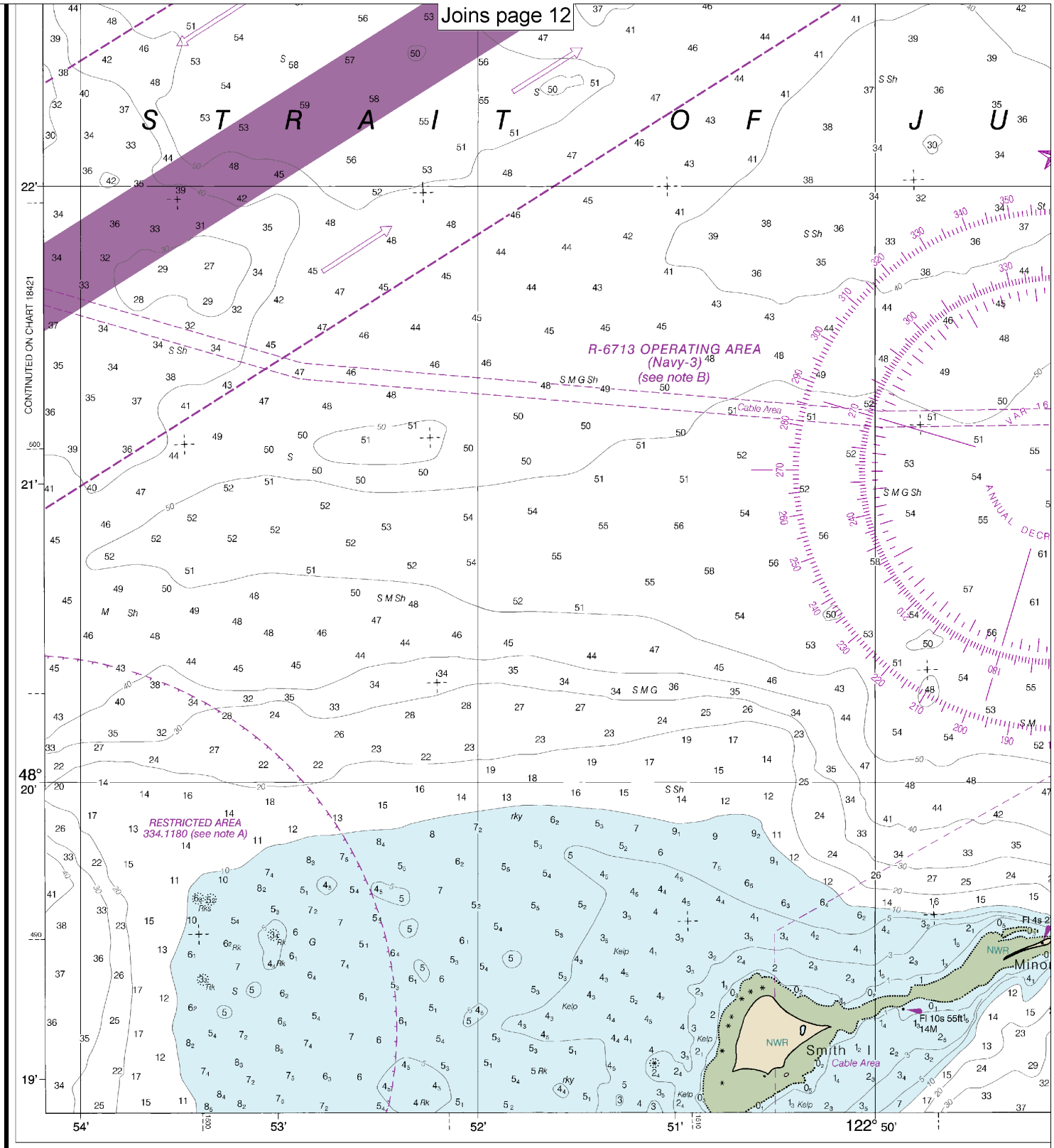
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 11
Joins page 19
F I D A L G O
I S L A N D
Langley Bay
Sares Head
Mt High-G
Ramp
Rosario Beach
Northwest I
Urchin Rks
Sharpe Cove
Rosario Head
Gull Rks
Bowman Bay
Coffin Rks
Reservation Head
Lighthouse Pt
Lottie Bay
Piles
Northwest Pass
Deception I
DECEPTION PASS
Fl G 4s 50ft 6M "1"
North Beach
West Pt
Cranberry Lake
Marsh
West Beach
Lawson Reef
RG
Fl (2+1) R 6s BELL
MAGNETIC
VAR 16°30'E (2014)
ANNUAL DECREASE 11'
RESTRICTED AREA NO. 2
334.1200
(see note A)
JOINS CHART 18427
26'
25'
24'
23'



18429

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN
(FATHOMS AND FEET TO

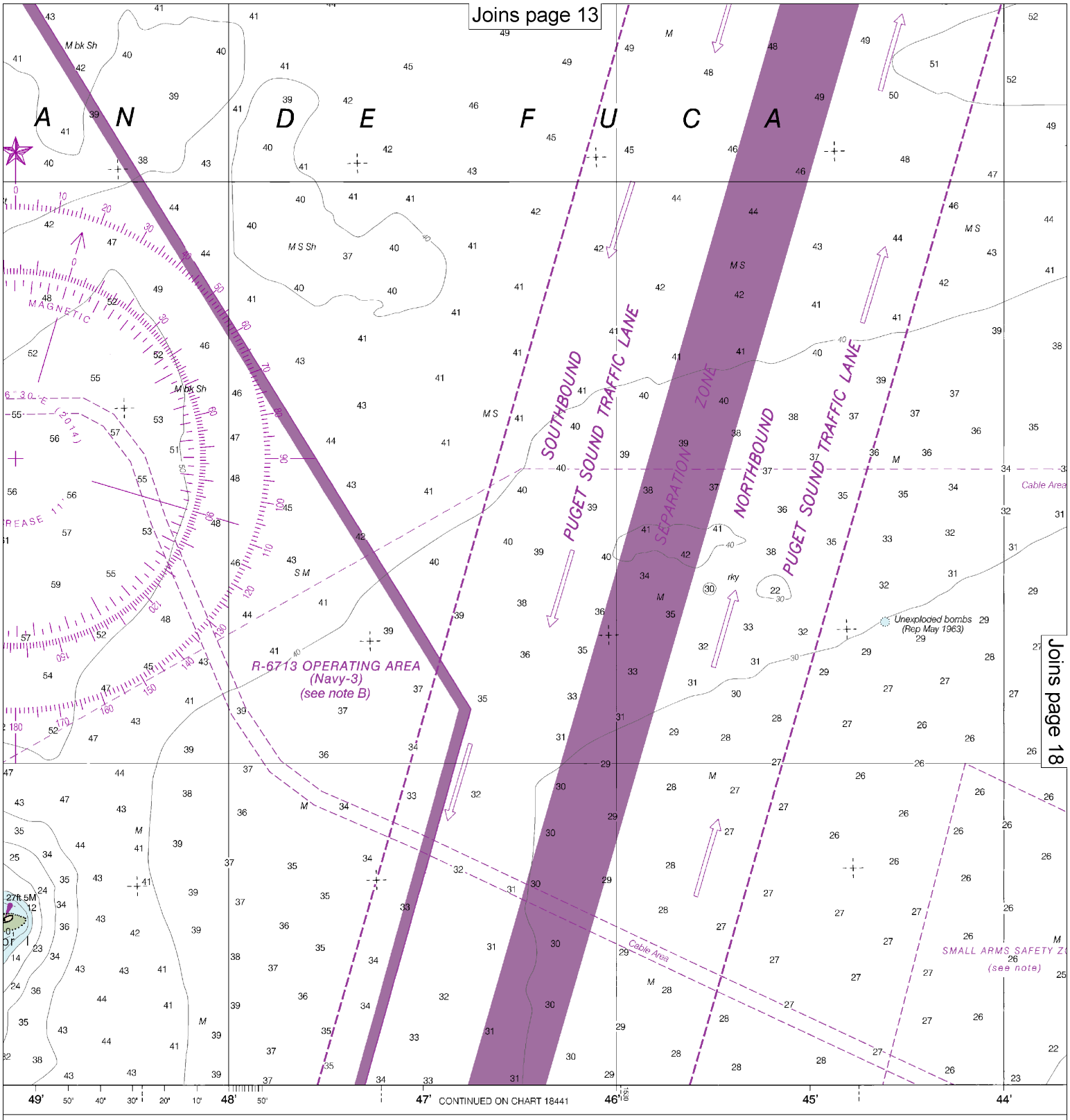
11th Ed., May 2014. Last Correction: 11/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

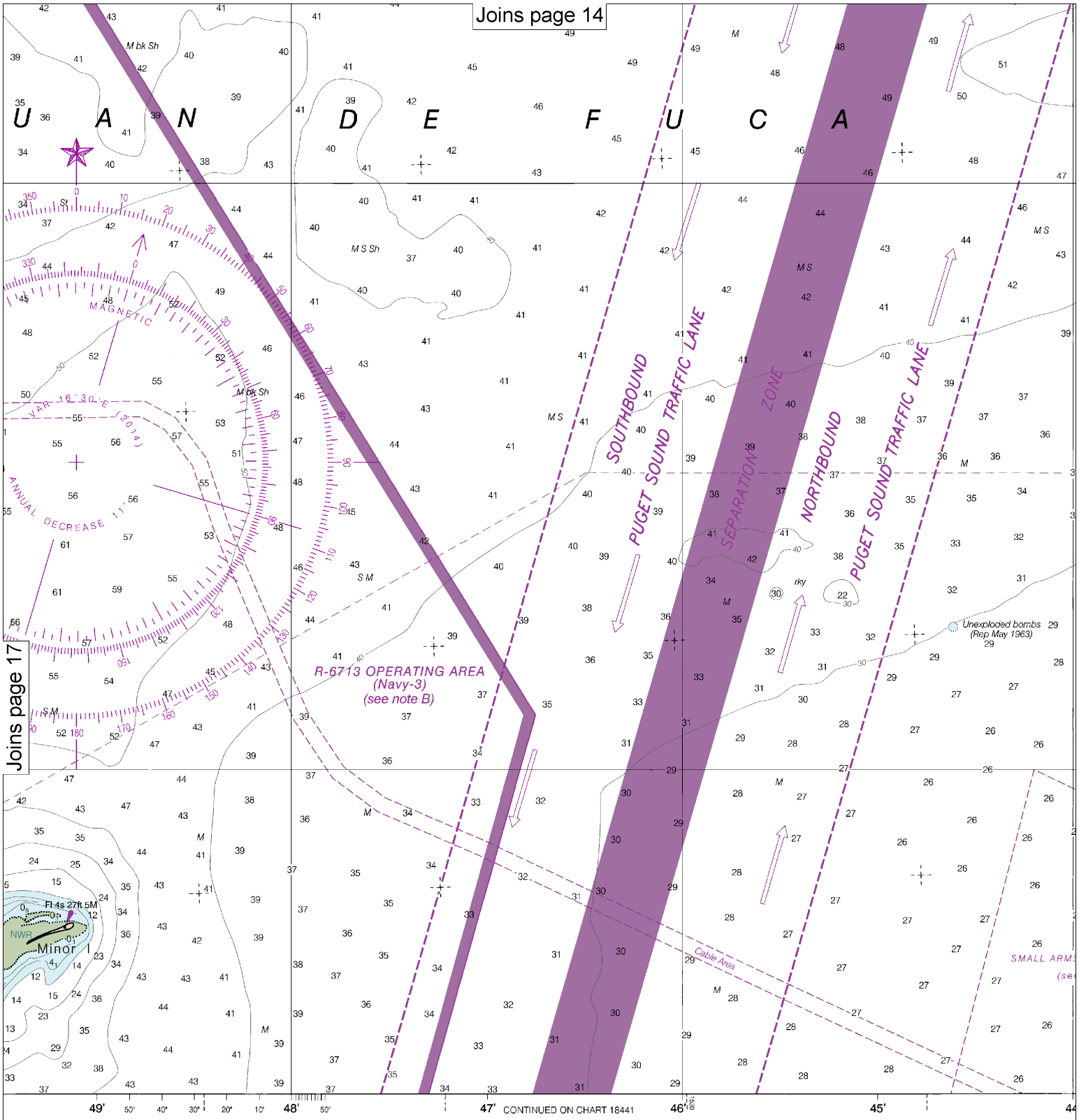
Yards
1000 0 1000 2000



FATHOMS
O 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS



S IN FATHOMS
O FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHO
FEE
METE

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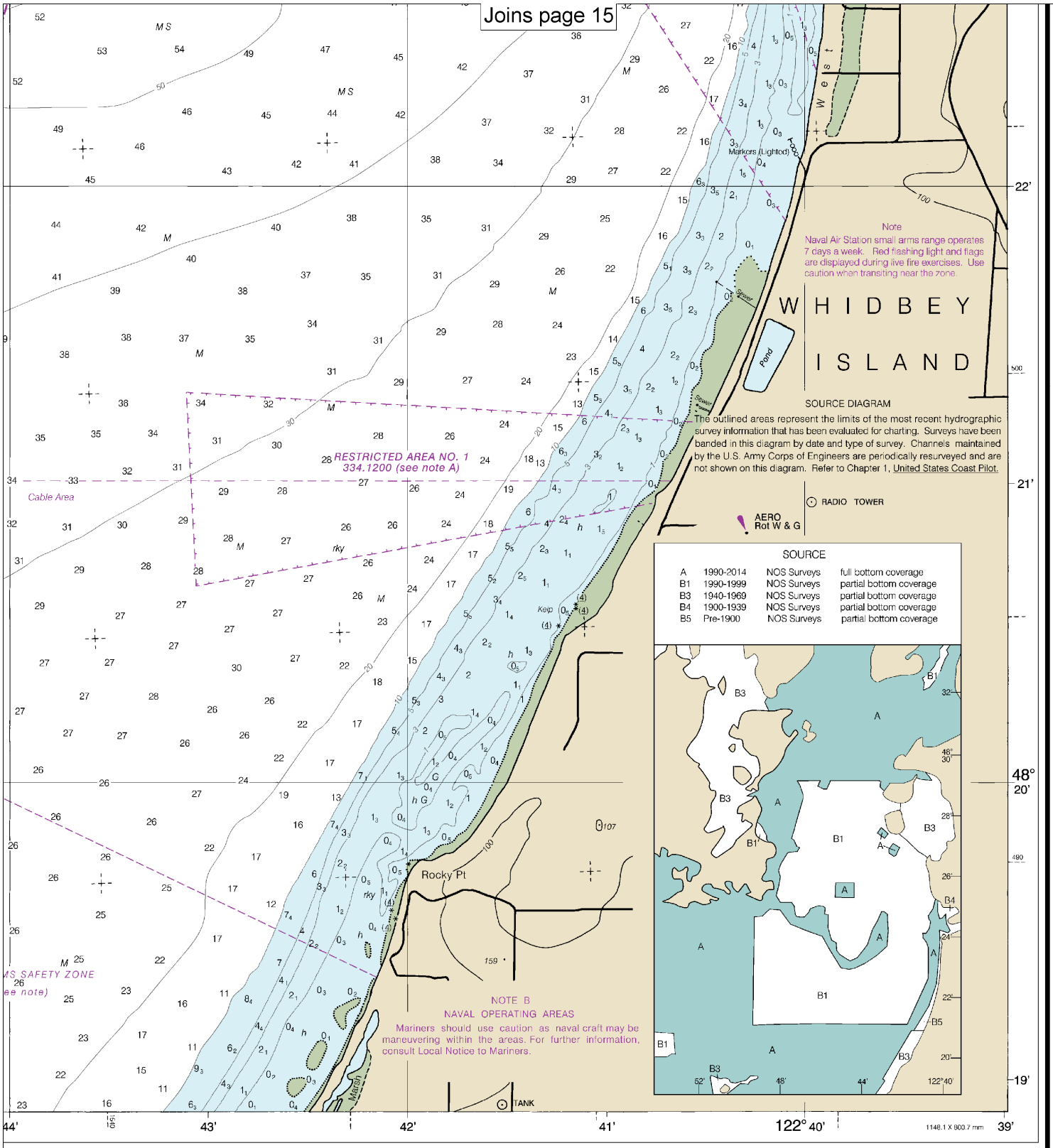
Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000



Rosario Strait, Southern Part

SOUNDINGS IN FATHOMS - SCALE 1:25,000

18429

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker